

HONORING THE 50TH ANNIVERSARY OF THE CATHOLIC CHARITIES OF MONROE COUNTY

HON. JOHN D. DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 23, 2004

Mr. DINGELL. Mr. Speaker, I rise today to pay tribute to the Catholic Charities of Monroe County in honor of its 50th anniversary.

The Catholic Charities of Monroe County, which is located in my district, began in 1952 under the leadership of Joseph O'Connor, and was incorporated into the Archdiocese of Detroit in September, 1954. Since its inception, the organization has touched many individuals with their education, health and human services programs.

In their 50 years of service, the Catholic Charities of Monroe County assisted over 142,000 individual requests. The adoption program they created in 1959 placed approximately 800 children with adoptive families. Catholic Charities started numerous counseling programs for separated families, senior citizens, and substance abuse treatment and prevention. Additionally, they helped offenders in the criminal justice system, as well as established services for runaways. Other services included the Local Migrant Program, Head Start, Early Childhood Education, and at-risk youth and adult programs. Through these various programs, one theme is steadily apparent: the Catholic Charities of Monroe County has consistently come to the aid of those most in need.

The Catholic Charities of Monroe County continues to make much needed contributions to their community, and with recent successful fundraisers will do so for many years to come. Indeed, through the dedication of this humanitarian agency, Monroe County is a better place to live and work.

Mr. Speaker, I ask that all of my colleagues join me in commending the Catholic Charities of Monroe County on providing 50 years of exemplary service to the Michigan community and in wishing them many more years of success.

INTRODUCTION OF THE SECURE DOMESTIC CONTAINER PARTNERSHIP ACT OF 2004

HON. JUANITA MILLENDER-McDONALD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 23, 2004

Ms. MILLENDER-McDONALD. Mr. Speaker, I rise to ask for unanimous consent to address the House for 5 minutes.

I want to bring to the attention of this Congress, legislation that I have introduced today—The Secure Domestic Container Partnership Act of 2004.

This legislation directs the Secretary of Homeland Security to create a pilot program that encourages shipping handlers to seal empty shipping containers after they have unpacked them.

Under this pilot program, the Secretary may authorize a shipper, cargo carrier, freight forwarder, terminal operator, port authority, or labor organization that is a qualified container

handler to secure under a seal approved by the Secretary, a shipping container that is emptied by the person.

It is my strong belief that this program, when fully implemented, will do so much for securing our supply chain, reducing congestion around our ports and intermodal centers while offering our shippers the opportunity to actively participate in securing our home front, our economic supply chain, our transportation infrastructure, and most importantly our communities.

Last month in response to the 9/11 Commission Report, the Maritime and Coast Guard Subcommittee took testimony from panelists responding to the Commission's findings and directives.

A scenario, presented to our committee that characterized "cargo containers as a poor man's missile," struck me as all too real. In southern California, the ports of Long Beach and Los Angeles imported 68,000 containers a week in 2003. Combine exports and imports for 2003 and you have 125,000 containers that come in, out and through the most populous region in the country with 17 million residents and growing—and with many high risk targets. Our streets, our communities, our rail infrastructure at any time are supporting full and empty containers.

Containers are as common in southern California as lawyers are in Washington, DC. Look around you and you will know what I mean.

Now, if a container were to be compromised, empty or full, it would call into question the integrity of all containers on our highways and railways that travel along our entire transportation infrastructure and throughout our communities.

Placing a seal on an empty container is a cost effective commonsense solution that further strengthens the partnership between the shipping community and the Department of Homeland Security against the on-going war on terrorism.

Specifically, I would recommend that the Customs-Trade Partnership Against Terrorism or C-TPAT administer this program.

This initiative, under the Customs and Border Protection Directorate at the Department of Homeland Security, has a proven track record of doing great things with securing our supply line.

Through the C-TPAT initiative, Customs has been working in partnership with companies and carriers involved in importing goods into the United States.

Companies are asked to assess the vulnerabilities of their supply chains and to work with Customs to address any vulnerability.

In short, the C-TPAT initiative is the equivalent to the trusted traveler program for goods that the FAA is currently implementing for passengers.

The C-TPAT initiative would be an excellent partner and I would encourage the Secretary to take my recommendation.

Like the C-TPAT initiative, the pilot program created by enactment of The Secure Domestic Container Partnership Act of 2004 would be purely voluntary on the part of shippers.

This is a win/win for business, our transportation system, and our communities.

I ask my colleagues to strongly support the "The Secure Domestic Container Partnership Act of 2004."

HONORING THE CONGRESSIONAL CONFERENCE ON CIVIC EDUCATION

HON. JIM GIBBONS

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 23, 2004

Mr. GIBBONS. Mr. Speaker, our founding fathers knew that the vitality of our democracy was contingent on an informed and enlightened citizenry. That is why we must promote quality instruction and teacher preparation in the field of civic education.

On September 20–22 of last year the first annual Congressional Conference on Civic Education was launched. During the conference, state delegations were created to enact specific local policies designed to restore the civic mission of our schools.

I would like to recognize Judith Simpson, the facilitator of the Nevada delegation for her leadership in working to design an action plan to improve civic education in our State.

Nevada was one of six States that were awarded the \$150,000 Campaign for the Civic Mission of Schools Grant from the Carnegie and Knight Foundations. Civic education is on the move in Nevada.

I look forward to the success of the Nevada civic education delegation and its participation at the second annual Congressional Conference on Civic Education on December 4–6 of this year.

PERSONAL EXPLANATION

HON. BRIAN BAIRD

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 23, 2004

Mr. BAIRD. Mr. Chairman, on Wednesday, September 22, 2004, I was unable to participate in legislative business because I was attending the funeral of a close friend. Had I been present for legislative business on September 22, 2004, I would have voted "yea" on final passage of H.R. 5025, the Fiscal Year 2005 Transportation, Treasury and Independent Agencies Appropriations Act.

INTRODUCTION OF THE OGLALA SIOUX TRIBE ANGOSTURA IRRIGATION PROJECT REHABILITATION AND DEVELOPMENT ACT

HON. STEPHANIE HERSETH

OF SOUTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 23, 2004

Ms. HERSETH. Mr. Speaker, today I am pleased to introduce the Oglala Sioux Tribe Angostura Irrigation Project Rehabilitation and Development Act. This legislation authorizes much-needed efficiency improvements to the irrigation facilities at the Angostura Unit, a Federal Bureau of Reclamation dam on the Cheyenne River in South Dakota. These improvements will restore critical water resources and promote economic development on the nearby Pine Ridge Indian Reservation.

This bill provides important resources to the citizens of South Dakota and the Lakota people of the Pine Ridge Indian Reservation. It